

**Amendments to the Claims:**

The listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A device to compress combustion air for a combustion engine of a motor vehicle, with a housing (12), with at least one compressor impeller (30) arranged in a compression area (28) of a first housing part (14), which is arranged in the flow direction between an air inlet (24) and an air outlet (43) of the housing (12), as well as with an electric motor (18) arranged in a second housing part (16) of the housing (12) to operate the compressor impeller (30), ~~characterized in that a~~ wherein a spiral-shaped flow channel (42) running in the circumferential direction of the first housing part (12) and connecting the compression area (28) with the air outlet (43) surrounds the electric motor (18) at least partially in the axial direction, wherein the flow channel (42) is a least partially defined by the second housing part (16) and has a cross-section that widens in the circumferential direction of the housing (12), so that air flows circumferentially from the compression area (28) to the air outlet (43), and characterized in that electronic components (54) of the motor electronics of the driving electric motor (18) are integrated ~~in such a way in the~~ mounted on the second housing part (16) such that the second housing part conducts heat from the electronic components to the flow channel so that the electronic components are cooled predominantly via the flow channel (42).
2. (Currently Amended) The Device according to Claim 1, characterized in that the flow channel (42) is connected with the electric motor (18) ~~and/or the second housing part (16).~~
3. (Cancelled)
4. (Previously Presented) The Device according to Claim 2, characterized in that the second housing part (16) is comprised at least partially of a heat conducting material.
5. (Previously Presented) The Device according to Claim 4, characterized in that the second housing part (16) features a diffuser ring (19), which forms a portion of the limitation of the flow channel (42) and is thermally coupled to the electric motor (18).
6. (Currently Amended) The Device according to ~~Claim 2~~ Claim 1, characterized in that the flow channel (42) is essentially embodied in the second housing part (16).

7. (Previously Presented) The Device according to Claim 6, characterized in that the flow channel (42) is embodied as a single piece with the second housing part.
8. (Previously Presented) The Device according to Claim 1, characterized in that the flow channel (42) is arranged at the high-pressure side of the compressor impeller (30).
9. (Previously Presented) The Device according to Claim 8, characterized in that the flow channel (42) is arranged on the side of the compressor impeller (30) facing away from the air inlet (24).
10. (Cancelled)
11. (Currently Amended) The Device according to ~~Claim 10~~ Claim 1, characterized in that the flow channel (42) features an essentially elliptical cross-section, whereby the large semiaxis of the ellipse runs essentially parallel to the drive shaft (46) of the electric motor (18).
12. (Previously Presented) The Device according to Claim 1, characterized in that the flow channel (42) is connectable with the air inlet (24) of the housing (12) by means (64, 68, 70) via a bypass channel (62) bypassing the compressor impeller (30).
13. (Previously Presented) The Device according to Claim 12, characterized in that means (64, 68) are provided to close the bypass channel (62) with an activated electric motor (18).
14. (Previously Presented) The Device according to Claim 13, characterized in that the means (64, 68) are self-setting.
15. (Previously Presented) The Device according to Claim 13, characterized in that the means (64, 68) are air driven.
16. (Previously Presented) The Device according to Claim 12, characterized in that elastic means (70) are provided to open the bypass channel (62) with a deactivated electric motor (18).
17. (Cancelled)

18. (Previously Presented) The Device according to Claim 1, characterized in that the second housing part (16) is comprised at least partially of a heat conducting material.
19. (Previously Presented) The Device according to Claim 14, characterized in that the means (64, 68) are air driven.
20. (Previously Presented) The Device according to Claim 15, characterized in that elastic means (70) are provided to open the bypass channel (62) with a deactivated electric motor (18).
21. (Currently Amended) A device to compress combustion air for a combustion engine of a motor vehicle, with a housing (12), with at least one compressor impeller (30) arranged in a compression area (28) of a first housing part (14), which is arranged in the flow direction between an air inlet (24) and an air outlet (43) of the housing (12), as well as with an electric motor (18) arranged in a second housing part (16) of the housing (12) to operate the compressor impeller (30), characterized in that a flow channel (42) running in the circumferential direction of the first housing part (12) and connecting the compression area (28) with the air outlet (43) surrounds the electric motor (18) at least partially in the axial direction, characterized in that the flow channel (42) is connectable with the air inlet (24) of the housing (12) by means (64, 68, 70) via a bypass channel (62) bypassing the compressor impeller (30), and characterized in that elastic means (70) are provided to open the bypass channel (62) with a deactivated electric motor (18).